K 13/989

VFR TERMINAL AREA CHART
KANSAS CITY

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Topographic data corrected to April 1989

29TH EDITION June 29, 1989

Includes airspace amendments effective June 1, 1989
and all other aeronautical data received by May 4, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.

This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for DECEMBER 14, 1989

KANSAS CITY
TERMINAL CONTROL AREA

See back of this chart for procedural
information within the Kansas City Terminal Control Area (TCA)

80 Ceiling of TCA in hundreds of feet MSL
40 Floor of TCA in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON KANSAS CITY TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency remoted to the colocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
JOHNSON CO EXECUTIVE	EXECUTIVE	0700-2100	119.35	126.0 241.1	
JOHNSON CO INDUSTRIAL NF	INDUSTRIAL	0600-2200		118.3	
KANSAS CITY DOWNTOWN	DOWNTOWN	CONTINUOUS	124.6	133.3 257.8	
KANSAS CITY INTL	INTL	CONTINUOUS	128.35	128.2 125.75 267.9	
RICHARDS GEBAUR	R-G	0700-2200		124.2 236.6	
ROSECRANS MEM	ST. JOSEPH	0800-1800 MON-FRI		126.9 239.0	
SHERMAN AAF		0630-1830 MON-FRI EXC HOL		126.2 241.0	

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE
SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION * DEPARTMENT OF COMMERCE

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C55.416/10:

VFR TERMINAL AREA CHART
KANSAS CITY
LEGEND

AIRPORTS

Other than hard surfaced runways

Hard surfaced runways 1500 ft. or greater

Seaplane Base (SPB)

All recognizable hard surfaced runways, including those closed, are shown for visual identification.

ADDITIONAL AIRPORT INFORMATION

(R) Private - (Pvt) - Non-public use, having emergency, or landmark value.

Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.

(H) Heliport (Lighted) (U) Ultralight (Unlighted) (F) Ultralight Flight Park (Lighted)

Services - Fuel available and field attended during normal working hours depicted by use of ticks around base airport symbol. Consult A/FD for service availability at airports with hard surfaced runways 1500 ft. or greater.

☆ Rotating light in operation Sunset to Sunrise

AIRPORT DATA

Box indicates Special Traffic Area (See FAR 93) — NAME CT 118.3* ATIS 124.9 — 03 / 92 122.95 — VFR Advsy 125.3 — UNICOM — FSS — Indicates Flight Service Station on field — Airport of entry

FSS - Flight Service Station

CT 118.3 - Control Tower (CT) - primary frequency

• Star indicates operation part time. See tower frequencies tabulation for hours of operation.

C - Indicates Common Traffic Advisory Frequencies (CTAF)

ATIS 124.9 - Automatic Terminal Information Service

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.

03 - Elevation in feet.

L - Lighting in operation Sunset to Sunrise

L - Lighting available on request, part time lighting, or pilot-controlled lighting

92 - Length of longest runway in hundreds of feet. Usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lightest full length. All times are local.

NFCT - Non Federal Control Tower.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

VHF OMNI RANGE (VOR)

VORTAC

VOR/DME

Non Directional Radiobeacon

Other facilities i.e. Commercial Broadcast Stations, FSS Outlets, ADCO, etc.

VOR/DME: POINT LOMA 382 — 116.8 POA — 122.1R 122.6 123.6 — 122.1R — 122.6 — Heavy line box indicates Flight Service Station (FSS). Freqs. 121.5, 122.2, 243.0 and 255.4 are normally available at all FSSs and are not shown above boxes. All other freqs are shown. — For Airport Advisory Service use FSS freq. 123.6. — In Canada all available FSS frequencies are shown. — Frequencies above this line box are remoted to NAVAID site. Other frequencies controlling FSS may be available determined by altitude and terrain. Consult Airport/Facility Directory for complete information. — 122.1R — MIAMI — Controlling FSS

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft MSL are shown. In most cases all tops are shown.

180° → V 3 — Low Altitude Federal Airways are indicated by center line.

TA - Transition Area

The limits of controlled airspace as shown by MA boards (cigarette) and are color-coded in Blue and magenta.

2000 / 2000 MSL — Floor 700 feet above surface (1200 feet above surface in mountainous areas). Floor above 700 feet above surface (1200 feet above surface in mountainous areas). Top of controlled airspace.

Prohibited, Restricted, Warning and Alert Areas

MOA - Military Operations Area

Other Boundaries

Class B (formerly TCA)

Class C (formerly ARSA)

Class D (formerly Control Zone)

CTA/FCA - Control Area/Federal Control Area

CZ within which fixed-wing special VFR flight is prohibited. (See U.S. Restrictions)

Parachute Jumping Area. See Airport/Facility Directory. Intensity of activity directly towards but does not necessarily indicate hazard.

NAME (Red, Blue or Black) — Visual Check Point

Special Airport Traffic Areas

Special Air Traffic Rules (See F.A.R. Part 93 for details)

TCA - Terminal Control Area — Class B

ARSA - Airport Radar Service Area — Class C

TRSA - Terminal Radar Service Area

Radar Service Areas

Restricted Airspace

MTR - Military Training Route

OBSTRUCTIONS

(1000 ft and higher AGL / below 1000 ft AGL)

Obstruction

Group Obstruction

2049 / 1342 — Elevation of the highest obstacle above mean sea level / Height above ground or water level

UFO - Unidentified Flying Object

Obstruction marked with flashing light(s)

Obstruction marked with steady burning light(s)

Obstruction with high intensity white obstruction lights

Obstruction with dual medium intensity white and medium intensity red obstruction lights

Obstruction with medium intensity white obstruction lights

Obstruction with medium intensity red obstruction lights

MISCELLANEOUS

VFR Checkpoint

Intersection

Non-rotating beacon light

Non-rotating beacon light (Green/White)

Rotating beacon light

Rotating beacon light (Green/White)

TOPOGRAPHICAL INFORMATION

Roads

Road Markers

Railroad

Bridges And Viaducts

Power Transmission Lines

Cableway, Height

Aerial Cable

Radio Tower, Mast, Site Number, Antenna Base Elevation (AVE), Elevation Base Of Tower

CG - Coast Guard Station

Rock, Sand, Gravel, Oil Well, Quarry, Mine, Tank, Windmill, Water Well, Wreck, Oil Rig, Oil Platform, Shipwreck, Lighthouse, Tower, Buoy, Radio Mast, Antenna, Personal Use Area, Recreational Area, Park, Historical Site, Point of Interest, Natural Area, Man-made Area, Lake, Reservoir, Dam

MISCELLANEOUS

Isogonic Line, Magnetic Variation, Epoch Year

Obstruction Clearance Slope

Runway Visual Range (RVR) Transmissometer

Runway Visibility Value (RVV)

Instrument Approach Procedure Chart Available

Military Airport

Heliport

Seaplane Base

Ultralight Flight Park

Glider Site

Parachute Jumping Area

Hang Gliding Area

Intersection

Non-rotating beacon light

Non-rotating beacon light (Green/White)

Rotating beacon light

Rotating beacon light (Green/White)

Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: • POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Entire area of this chart is within the Central Standard Time Zone +6 (+5 DT) = UTC

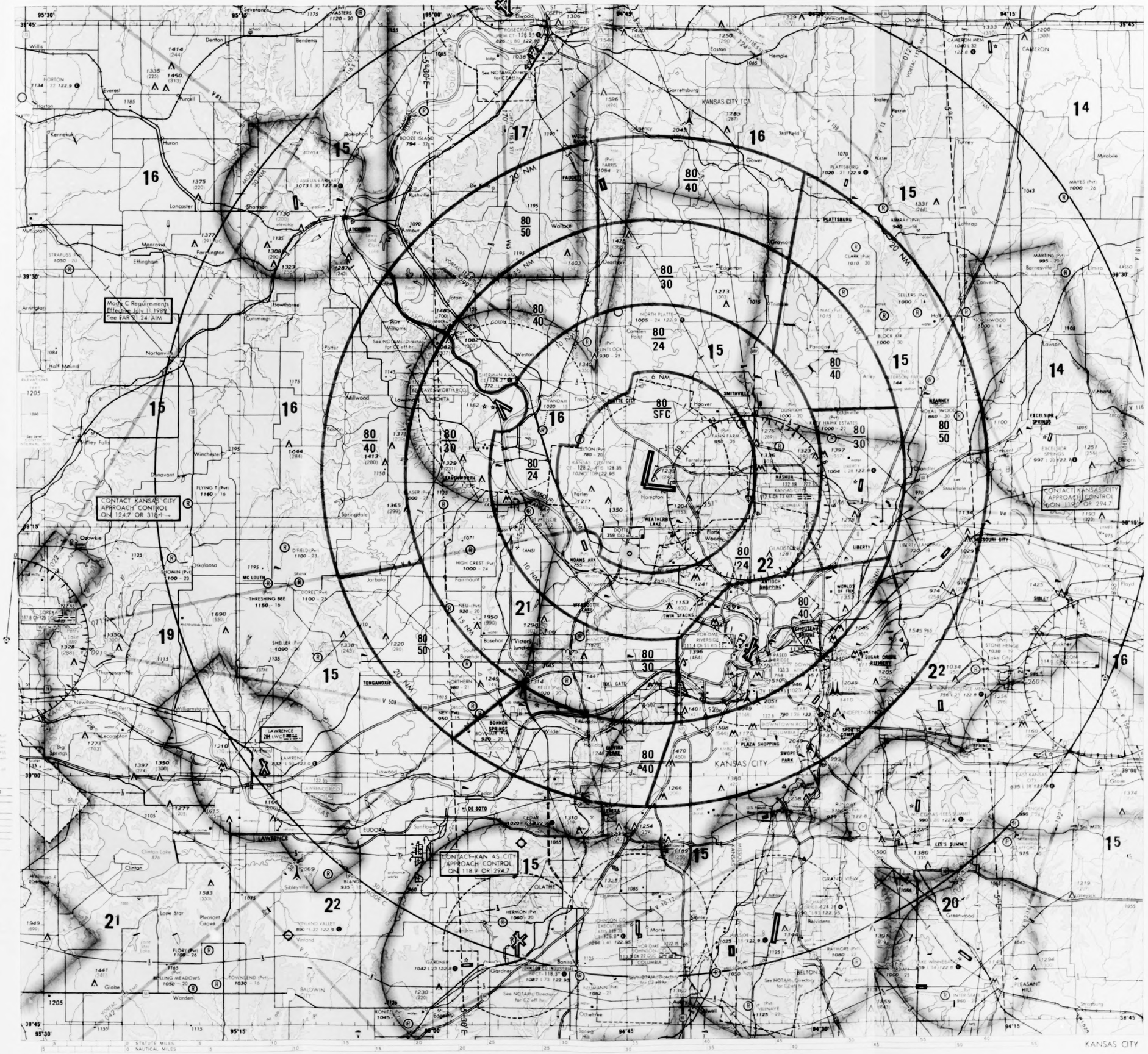
ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.)

Example: 12,500 feet 125

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852, or call toll-free 800-626-3677.



K13/989 VFR TERMINAL AREA CHART

KANSAS CITY

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Topographic data corrected to April 1989

29TH EDITION June 29, 1989

Includes airspace amendments effective June 1, 1989 and all other aeronautical data received by May 8, 1989. Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for DECEMBER 14, 1989.

KANSAS CITY TERMINAL CONTROL AREA

See back of this chart for procedural information within the Kansas City Terminal Control Area (TCA).

80/40 — Ceiling of TCA in hundreds of feet MSL / Floor of TCA in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON KANSAS CITY TERMINAL AREA CHART

Airports which have control towers are indicated in the airport data by the letters CT followed by the primary VHF tower control frequency. Selected transmitting frequencies for each control tower are indicated in the adjoining airport data, the low or medium frequency (frequency in most but not all cases followed by a VHF tower control frequency, and the primary VHF and UHF military frequency) when these frequencies are available. In addition, certain control towers have a secondary remoted to the associated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call provided if different from FSS radio name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal operating frequencies. All ATIS frequencies available are indicated below.

ASR and PAR indicate Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR PAR
JOHNSON CO EXECUTIVE	EXECUTIVE	0700-2100		118.3	126.0 241.0
JOHNSON CO INDUSTRIAL	INDUSTRIAL	0600-2200		118.3	
KANSAS CITY DOWNTOWN	DOWNTOWN	CONTINUOUS	124.0	133.3 257.8	
KANSAS CITY INTL	INTL	CONTINUOUS	128.35	128.2 125.75 267.9	
RICHARDS-GEBAUR	R-G	0700-2230		124.2 236.0	
ROSECRANS MEM	ST JOSEPH	0800-1830 MON-FRI		126.9 236.0	
TARKIO AAF		0800-1830 MON-FRI EXC HOL		126.0 241.0	

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS APPROVED BY DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

MILITARY TRAINING ROUTES (MTR)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted — route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP 1B Military Training Route North and South America for current routes.

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C55.416/10:

best copy available

KANSAS CITY TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
   (a) The pilot-in-command holds at least a private pilot certificate; or,
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
4. An operable VOR or TACAN receiver (except for helicopters until 7/1/89).
5. A 4096 code transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement; however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR Flights – Aircraft operating within the Kansas City TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights

1. Arriving aircraft, or aircraft desiring to transit the TCA should contact Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding a VFR aircraft is required, the holding point will be specified by ATC and will be u prominent geographical fix, landmark or VOR radials.
2. Aircraft departing the primary airport are requested to advise the Kansas City Clearance Delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies if route penetrates. the TCA.
3. Aircraft desiring to transit the TCA will obtain clearance on an equitable "first-come, first-served basis."

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.